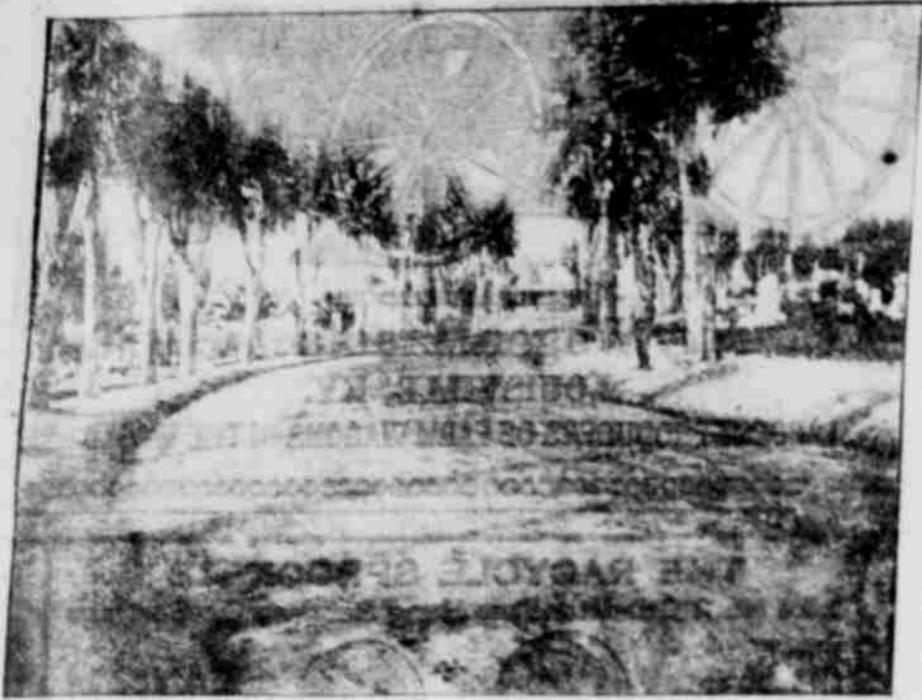


REMARKABLE ROADMAKER.

OIL, APPLIED TO DIRT ROADS, FORMS A SPLENDID SPEEDWAY.

Only Western Oil with Asphalt Base is Good for Roadmaking.—Four Thousand Miles Oiled Roads in California.

How often great results come from simple experiments. In 1888, in Los Angeles, California, made an experiment in the use of crude petroleum as a means of taying the dust along a road six miles long in that county. The sole purpose of this work was merely to make travel along the road more comfortable, for the dust.



A Section of Oiled Road.

which, churned beneath the wheels of yearly increasing travel during the long dry seasons in that region, had become a serious nuisance. The following year privately doubts the methods experimented with was oiled, and other experiments in the state also began experiments. The results obtained were so astonishing and so successful that the practice rapidly increased. Every county in southern California used oil and then the practice began to spread north. Similar experiments, however, when carried out in the East, proved complete failures; the Eastern oil failed to bind on the surface of the road, and did not lead to the desired result. After a number of experiments it was found that while the California oil has an asphaltic base the Eastern oils have a paraffin base, the difference in composition making the difference in results attained. A street in Washington was recently selected the cleaner retired in confusion.



A Mule, Working on an Oiled Road.

for experimental purposes and a number of mixtures of Southern crude oil and asphaltum were spread in adjacent sections. The road has been steadily improving, and at present there is every promise of success.

From this insignificant experiment in dust laying seven years ago, nearly 4,000 miles have resulted in California alone of magnificent roadways. A single application of road oil binds together the sand and dirt into a tough and waterproof stratum resembling an asphalt pavement. One light annual application keeps the road in perfect condition.

Roads built on drifting sand, where formerly trotting with a light buggy was impossible, became, through the use of crude oil, resilient and firm, so that not only was driving with a team an easy task, but the same pair of horses could pull 2½ tons more comfortably than they formerly did the ton.

Since many of the new discoveries in the West are of asphaltum petroleum,

An attack by porters with mops was easily beaten off. The driver blew his whistle and let off steam, but without effect. Even the tempting lure of a saucerful of milk was treated with scorn.

"Time" was up, and the 9:15 started with the cat still in position. When he reached Swindon the driver found in the same place, covered with oil and coal dust, but still defiant.

When the train returned to Paddington next morning the feline traveler alighted, bedraggled but triumphant. With something like a swagger he stalked past the astounded porters and collectors, and disappeared in Eastbourne terrace, to tell to his friends the tale of his 15-mile journey.

Spending Money Abroad.

It is estimated that the 150,000 Americans who have visited Europe this summer have spent an average of \$1,000 each, or a total of \$150,000,000. This is quite a sum of money to take out of the country.



Finished Oiled Road in Southern California.

the good roads movement over large areas is acquiring a natural and powerful impetus.

When this practice of oiling roads was first commenced in California, complaint was made that teams passing over a road freshly oiled would scatter the oil in all directions, injuring clothing and everything else of a delicate

An Unnecessary Adjunct.

"I suppose you will marry when you grow up," said the visitor pleasantly. "No," replied the thoughtful little girl, innocently. "Mamma says I am more care than the children, so I guess the care of my children will be enough for me without the care of a husband."

THE GREATEST OF TRUSTS.

OPERATIONS OF BEEF TRUST AND RAILROADS INTIMATELY CONNECTED.

Charles E. Russell Concludes Magazine Articles Describing Methods of Trust and Suggests that Moral Side of Question Has Been Neglected.

A remarkable series of articles was concluded in last month's Everybody's Magazine, entitled "The Greatest Trust in the World," by Chas. E. Russell. Reciting at length the various methods of the Beef Trust, which Mr. Russell shows controls not only beef but practically all perishable products, and which he characterizes as the greatest and most pernicious combination extant, Mr. Russell backs up his assertion with facts and figures to show that this giant combination not only grinds the producer of cattle and other livestock down to a bare existence, entirely controlling the amount of the production of meat animals, but that it regulates and manipulates the price of meat for the whole American people with the same certainty that the owner of a patent medicine, whose secret compound are known only to himself, fixes the price of his nostrum. Mr. Russell asks:

What is the Remedy?

"Now what is to be done? There would be plenty of independent packing concerns in operation within six months to prevent monopoly in cattle buying and meat and general produce selling, if there could be any reasonable certainty of fair treatment in railroad rates and facilities. Twenty firms would commence building to-day if they could have the assurance of an honest enforcement of the law. Therefore, the main spring of this matter is the railroad question. Solve that and at once you settle the fate of this greatest of monopolies.

"But how," he asks, "will you solve the railroad question? Not by passing more laws about it. Is it anything but fancy to suppose that a power able to override, defy and nullify the existing statutes will be awed by any more of these paper bulletins? We have laws enough now."

Present Laws Should Prevent Rebates.

"Human ingenuity cannot find any more explicit prohibition of rebates than the present laws contain. What is the sense of multiplying prohibitions that do not prohibit?" * * * How can you prevent a thing that many thousands of reputable business men are trying to obtain for themselves, and about which the community has hazy or undefined views?

"The weakness of the Anti-Trust movement so far is that it is economic, instead of humanitarian and moral. That is, it is based on the idea that some trust has diminished the profits of some individuals, and these individuals are justified in complaining until their profits are restored, and then they are equally justified in keeping silence. So long as we can be fooled into thinking the trusts good if they make our individual business good, so long we shall have these great combinations encroaching upon and overpowering the Government."

Public Opinion Always Supreme.

Laws are enforced by the pressure of public opinion behind them. There is little pressure of public opinion behind the enforcement of law against rebates. The part of the people that suffers from the results of rebates does not know why it suffers, and the part that does know does not care, because it either gets or hopes to get rebates for itself; hopes to get them and tries in all possible ways to get them. It is a painful fact, states Mr. Russell, that of the men that complain most often and most loudly against these conditions, few would admit anything wrong in rebates if they could secure for themselves the advantages which they deify in others.

The Schemes of Politicians.

There must be no more rebates! cries the excited reformer, well aware that the rebate is the root of all trust evil. Well said, good reformer. But how will you stop rebates? One proposes to enlarge the powers of the Interstate Commerce Commission, and one proposes to establish rate-regulating courts, and one proposes a special session of Congress, and one proposes this law or the other. Beauteous pastimes of the political mind? When we get sick and tired of rebates, we can abolish them, but not so long as any considerable number of us are trying to get them for ourselves.

A Highly Moral Question.

So that, after all, the question is a one. Unless the people of the country are willing to adopt a somewhat new plan of business, refuse compromises and refuse to accept specially advantageous arrangements for themselves; in other words, until we get upon a higher moral plane, and resolve, at the same time that we are demanding that there shall be equal, fair, and just treatment for everyone, that we ourselves will refuse to seek or avail ourselves of any special privilege—unless this sentiment becomes general throughout all the people—there is little hope of any real, permanent relief. Certainly it cannot be accomplished by legislation and the enactment of laws which are not, cannot, and will not, be enforced because of lack of public sentiment and demand to require enforcement.

Salt Industry in the United States.

The people of the United States are apparently very fond of the salt as they are of the sweet, for during the year 1904 they consumed 23,116,971 barrels of salt. During the same year there was a total production of salt in the United States of 22,620,002 barrels of 250 pounds having a valuation of \$6,021,222. This production in 1904 was the largest ever reported except in 1902. A feature worthy of note during 1904 was the increase in the production of rock salt, 1,193,620 barrels being the amount mined. The greatest share of this came from Louisiana, where rock salt is easily and cheaply procured from the "mounds" found in the southern part of the State.

PAN-AMERICAN RAILWAY.

WILL BE THE LONGEST AND MOST IMPORTANT RAILWAY LINE IN THE WORLD.

Links Amounting to Only 4,825 Miles Are Required to Complete a Track Over Ten Thousand Miles Long Between New York and Buenos Ayres, South America.

The British are gradually closing up the gaps between the ends of the railway line to span the African Continent from Cape Town to Cairo, and the railway to connect the United States with its neighbor, the Argentine Republic, at the lower end of the Southern Continent, lacks but 4,825 miles of the 10,471 miles between New York and Buenos Ayres (of being completed). Since 1820, when President Monroe declared in our policy to cultivate friendly relations and lend our more than moral support to the South American republics, there has been a growing desire to get more in touch with the people of these southern lands. A practical move in that direction was never made until the winter of 1889-90, when Secretary of State Blaine had representatives from seventeen republics in conference at Washington. The result of this meeting was a movement for a survey, which showed that a practicable route was possible at a cost of less than \$200,000,000, giving us direct connection with Buenos Ayres. Railways are in existence in nearly every republic south of us, and each could be made tributary to this great intercontinental line. Mexico has about 10,000 miles of track, the Central American countries a little over 1,000, and South America a little more than 28,000.

Railway Connection Desired.

Yearly meetings of the Pan-American Railway Committee have been held since 1890. At the meeting in Washington last spring, Charles M. Pepper, Commissioner of the Conference, submitted a report, which



President Roosevelt transmitted to Congress, in which it was shown that from personal investigation there was an earnest wish on the part of all the republics to enjoy railway connection with their great older brother of the North to whom they sell 80 per cent. more products than they buy from him. At this recent meeting, H. G. Davis, Chairman, said:

"Several of the republics are now engaged in constructing railroads which will serve as links in the chain, while others are making surveys which can be used in the further construction of the main line. Before the railroads were built between the United States and Mexico, about 15 per cent. of the imports and exports of Mexico was with this country, but now nearly the entire commerce of Mexico is with the United States. We buy from the Central and South American republics much more than we sell to them, only about 20 per cent. of their import trade being with this country. Steamship lines from South America to Europe now largely control this trade. When the Pan-American railway is built, however, no foreign power can ever successfully interfere or compete with us in our trade relations with the republics south of us."

Monarchs Oppose Republics.

"It is not natural for monarchies to love republics. We know that a coalition of European monarchies, under the name of the Holy Alliance, tried to prevent the Spanish colonies from becoming dependent. And we know, too, that long afterward efforts were made to restore monarchy on this continent. Monarchical countries want the trade of republican countries, but they do not want to encourage republican institutions and free government. The United States wants the trade of the republics south of us, but it also wants to see them continue as free republics. Its friendship and its help they can depend on for that purpose."

"Railroads are pioneers and develop the country through which they go. The wonderful resources of the United States would not have been known had not the railroads made their development possible. The countries to the south, with their 50,000,000 of people are rich in all that makes for material wealth, and they can depend on that for their future."

Railroads are Pioneers and Develop the Country.

"Unless Congress violates the Constitution, it will adjourn at noon, March 4."

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